

SCOPE OF WORK
RE-RIGGING, RE_FITTING, MAINTENANCE AND REPAIRS
OF THE CRANE BARGE CN-4

1. GENERAL INFORMATION

The Crane Barge CN-4 was formerly used as a track crane barge in support of operations in the Jacksonville, Florida District. The CN-4 was used mainly in a freshwater environment. The Baltimore District took possession of the barge in May of 2003 with the intent to use it in support of debris removal operations as a replacement for the Crane Barge BD-7, a pedestal crane barge used at the Washington, D.C. yards. The CN-4 is a steel barge 80 feet in length, 29 feet in width and 7 feet in height. The BD-7 is currently stored at the Smith and Sons Shipyard in Baltimore, Maryland. The crane is a 35/50 Northwest air operated with 60 feet of latch boom. The crane that is to be placed on the CN-4 after the completion of the re-rigging, re-fitting, and repairs is located at the Washington, D.C. Yards. The CN-4 is currently berthed at the Baltimore District's Fort McHenry Yards boat pier in Baltimore, Maryland. The CN-4 is to be renamed/designated as the BD-2.

1.1 Point of Contacts:

Charles Campbell
Chief, Debris Removal Team
charles.campbell@usace.army.mil
Phone = 202-546-2132
Cell = 410-960-2443

Greg Barnes
Chief, Survey/Debris Removal Section
greg.barnes@usace.army.mil
410-962-3664
410-598-1851

2.0 TECHNICAL SCOPE

2.1. Location of Work

The work within this scope shall be accomplished within an 80-mile radius of the Baltimore District's Washington, D.C. Yards office.

2.2. Intent

It is the intent of the work to accomplish all the necessary work to re-rig, re-fit, repair and perform the maintenance on the CN-4 to make it fully useable as a pedestal mounted crane barge. The pedestal for the crane is to be removed from the BD-7 and fitted to the CN-4. The crane which is to be mounted on the barge is a 35/50 Northwest air operated with 60 feet of latch boom and is currently located/stored at the Washington, D.C. Yards.

2.3. General Requirements

Contractor is responsible for supplying all the necessary services, equipment, labor and materials to complete the herein described work in a professional and timely fashion. The work will include welding modifications and fabrications, which shall be performed by a certified welder of steel and meet ABS standards. Modifications and fabrications shall conform to the drawings (DWG. NO. 668-E300-01, 2 sheets) supplied for such work. All work is to be completed to meet manufacturer specifications and warranty requirements of materials used. All work is to meet EPA standards. All work is to meet USCG standards. Fair scrap metal market value of the existing BD-7 crane barge is to be applied to this work as a reduction to the overall cost. Contractor shall remove the crane pedestal from the BD-7 and be responsible for the removal and/or storage arrangements and fees of the BD-7 within 5 calendar days of notice to proceed (NTP). Fair market value for scrap metal of the BD-7 shall be clearly noted on the proposal. Pricing shall be by line item with an overall total price noted.

2.4 Detailed Scope of Work

2.4.1 Commencement of Work

Work shall commence upon receipt of contract issue/notice to proceed (NTP).

2.4.2 Work to be Performed

Work will include the hauling, blocking, and pressure power-washing of the vessel to extract all loose flaking paint and marine growth, welding as noted, all modifications and fabrications shall conform to the provided drawings (DWG. NO. 668-E300-01, 2 sheets) using materials listed on said drawings, scraping, grinding, sanding, primer application, painting, the re-floating, the mounting and assembly the Northwest pedestal crane at the Washington, D.C. yard, and the re-certification of said Northwest pedestal crane and details per the following items:

2.4.2a Contractor will install/construct two bulkheads for the support of the pedestal and crane as per the drawings (DWG. NO. 668-E300-01, 2 sheets).

2.4.2b Contractor will install and modify trusses for the support of the pedestal and crane as per the drawings (DWG. NO. 668-E300-01, 2 sheets).

2.4.2c Contractor to remove crane foundation (pedestal) from the crane barge BD-7 and install it on the CN-4 to suit existing longitudinal structure on barge CN-4 as per the drawings (DWG. NO. 668-E300-01, 2 sheets). As needed/necessary the manhole located near the pedestal mount shall be relocated to provide easy access to the same hold when crane is mounted as per the drawings as per the drawings (DWG. NO. 668-E300-01, 2 sheets).

2.4.2d Contractor to completely remove the CN-4 existing spud wells, to include piping, and patching holes with ½ inch steel plating as per the drawings (DWG. NO. 668-E300-01, 2 sheets).

2.4.2e Contractor to install/fabricate new spud well on the CN-4 to suit the existing spuds from the BD-7 which are 15 inches in diameter, as per the drawings (DWG. NO. 668-E300-01, 2 sheets).

2.4.2f Contractor shall inspect for and repair broken welds below deck and shall prime and repaint repaired areas.

2.4.2g Contractor to weld in a continuous weld the forward rake bulkhead where it is presently spot-welded on the rake side of the bulkhead.

2.4.2h Contractor prime and paint all new material and disturbed painted areas, following paint manufacturers specifications with marine grade primer and DeVoe paint

2.4.2i Contractor to sandblast, sand or grind all rust from both rake ends, bottom, and sides to feather edge existing paint of the CN-4 and applying marine grade primer.

2.4.2j Contractor shall apply two coats of anti-fouling paint to the bottom and sides up to the waterline, apply one coat of gloss black DeVoe paint from the waterline to the deck, and repaint all numbers and lettering with DeVoe 229 gloss white paint. The lettering CN-4 to be changed to BD-2.

2.4.2k Contractor shall remove and replace, with new, two tie downs located on deck.

2.4.2l Contractor to mount/fabricate spud cradles on CN-4 deck per measurements from the spud cradles on the BD-7.

2.4.2m Contractor shall install Zinc Anodes to the sides and ends placing one Anode per 10 feet of length and install 5 Zinc Anodes on the rake end compartment used for ballast (freshwater will be used as ballast to counter crane weight).

2.4.2n Contractor shall perform the necessary tests and to insure there no air leaks and no water leaks at any hull penetrations

2.4.2o Contractor shall sandblast topside deck and pedestal to remove all loose and flaking paint to prepare the deck for painting by Corps personnel.

2.4.2p Contractor will re-mount the Northwest crane at the Washington, D.C. Yard, which includes re-assembling, testing and re-certification of said crane.

3 Communication

The contractor shall remain in contact with Corps POC, during the commencement of the work activities as to allow the POC to review the status of the work. Contractor shall immediately inform Corps POC of problems that may affect the completion of the work per the schedule. Contractor shall notify Mr. Charles Campbell within 72 hours of need to deliver barge to Washington, D.C. Yard for the installation of crane.

4 Documents/Information/Services provided by the Government to the contractor.

Vessel diagrams/drawings are included and any questions pertaining to said drawings may be referred to Mr. Richard McMullen, USACE Marine Design Center, Philadelphia, Pennsylvania, phone 215-656-6850. Vessel inspection can be performed at the Fort McHenry Yard Pier. Baltimore District will deliver the CN-4 barge to the contractor and upon completion of contractors yard work will pickup and deliver CN-4 barge to the Washington, D.C. yards for the contractor to mount the crane.

5 Period of Performance

All work shall be completed within 45 calendar days of the initial delivery of barge to contractor .